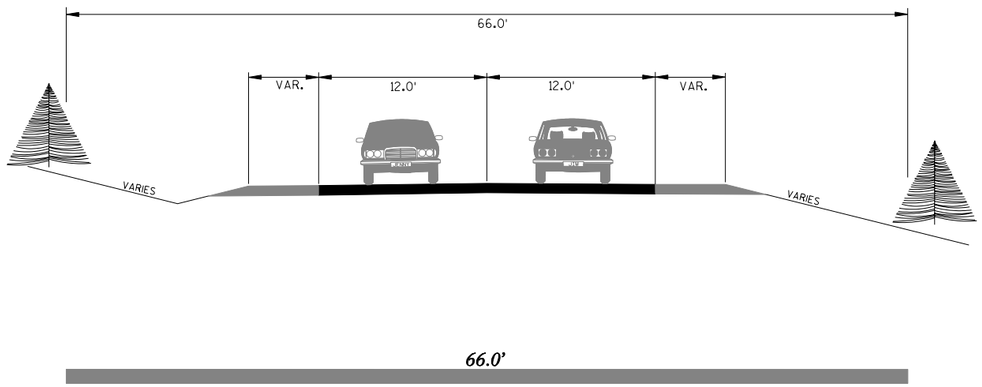
TYPICAL 2 LANE RURAL ROAD

The suggested corridor widths are only approximations. The actual necessary amount of right–of–way, and corresponding setbacks, will vary based on a number of factors including, but not limited to:

- *Traffic volume*
- *Roadway function*
- *Speed limit/design speed*
- *Terrain (cuts and fills – removing and/or adding soil)*
- *Intersection types and needs (dedicated left and right turn lanes, islands, etc.)*
- *Storm sewer/curb & gutter versus rural ditches for drainage*
- *Trails and sidewalks for bikes and pedestrians*
- *On–street parking*
- *Type and width of median*
- *Landscaping/streetscaping (trees, plants, lights, pedestrian/transit amenities, etc.)*
- *Type and location of access points (driveways)*
- *Local roadway connections (including frontage roads)*

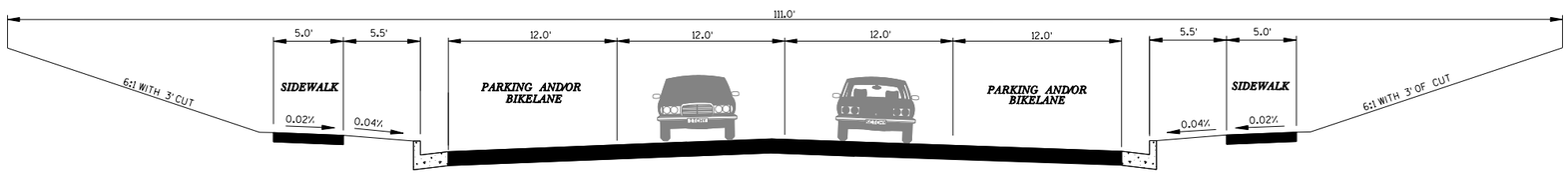
Whenever possible, it is recommended using the larger setback to allow for additional flexibility for future roadway options.



2 LANE URBAN WITH SIDEWALK

Corresponding Roadway Functional Classification:

**Local Road*
**Collector*
**Arterial*



*APPROXIMATE 110–120' CORRIDOR WIDTH**

*55–60' SETBACK**

** INTERSECTIONS REQUIRE ADDITIONAL R/W & SETBACK TO PROVIDE FOR DEDICATED LEFT & RIGHT TURNING LANES*

EXHIBIT 13

4 of 6

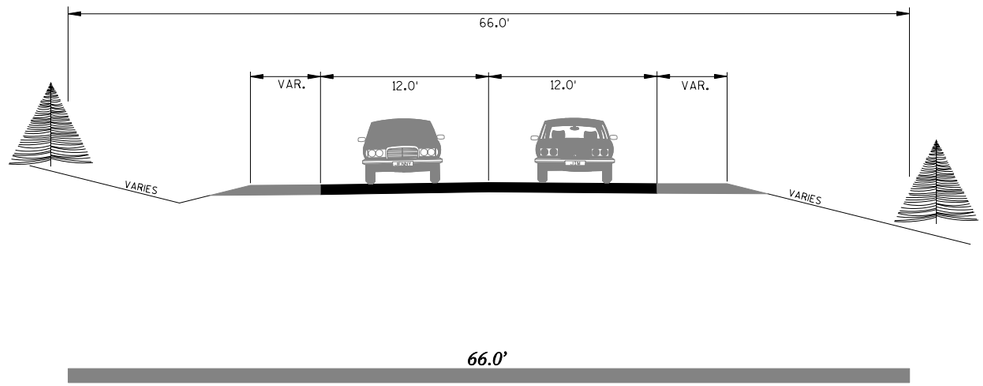
2–LANE URBAN WITH SIDEWALK

TYPICAL 2 LANE RURAL ROAD

The suggested corridor widths are only approximations. The actual necessary amount of right–of–way, and corresponding setbacks, will vary based on a number of factors including, but not limited to:

- *Traffic volume*
- *Roadway function*
- *Speed limit/design speed*
- *Terrain (cuts and fills – removing and/or adding soil)*
- *Intersection types and needs (dedicated left and right turn lanes, islands, etc.)*
- *Storm sewer/curb & gutter versus rural ditches for drainage*
- *Trails and sidewalks for bikes and pedestrians*
- *On–street parking*
- *Type and width of median*
- *Landscaping/streetscaping (trees, plants, lights, pedestrian/transit amenities, etc.)*
- *Type and location of access points (driveways)*
- *Local roadway connections (including frontage roads)*

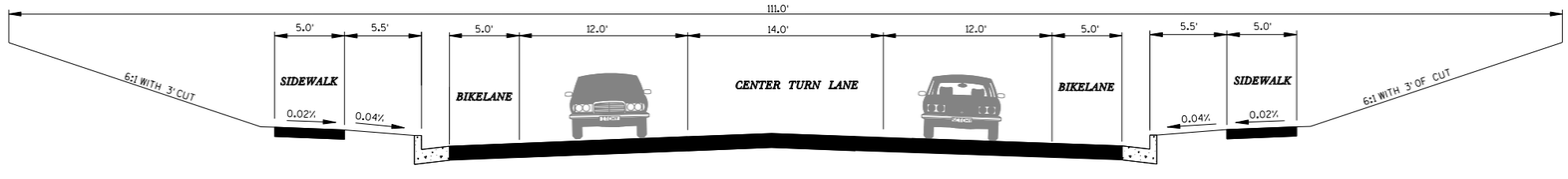
Whenever possible, it is recommended using the larger setback to allow for additional flexibility for future roadway options.



3 LANE URBAN WITH SIDEWALK

Corresponding Roadway Functional Classification:

**Local Road*
**Collector*
**Arterial*



* *INTERSECTIONS REQUIRE ADDITIONAL R/W & SETBACK TO PROVIDE FOR DEDICATED LEFT & RIGHT TURNING LANES*

EXHIBIT 13

5 of 6

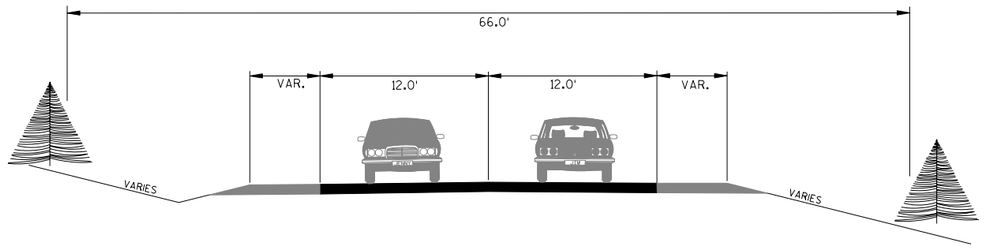
3–LANE URBAN WITH SIDEWALK

TYPICAL 2 LANE RURAL ROAD

The suggested corridor widths are only approximations. The actual necessary amount of right–of–way, and corresponding setbacks, will vary based on a number of factors including, but not limited to:

- *Traffic volume*
- *Roadway function*
- *Speed limit/design speed*
- *Terrain (cuts and fills – removing and/or adding soil)*
- *Intersection types and needs (dedicated left and right turn lanes, islands, etc.)*
- *Storm sewer/curb & gutter versus rural ditches for drainage*
- *Trails and sidewalks for bikes and pedestrians*
- *On–street parking*
- *Type and width of median*
- *Landscaping/streetscaping (trees, plants, lights, pedestrian/transit amenities, etc.)*
- *Type and location of access points (driveways)*
- *Local roadway connections (including frontage roads)*

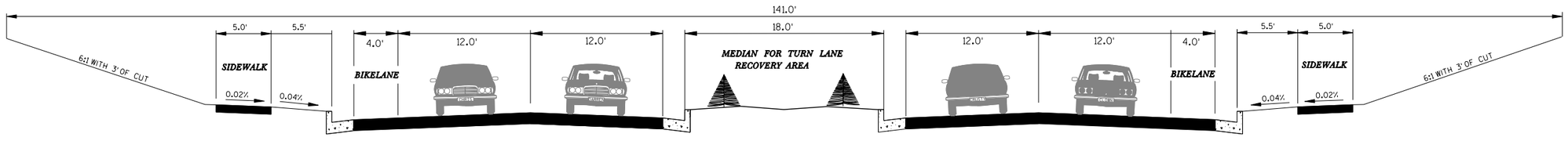
Whenever possible, it is recommended using the larger setback to allow for additional flexibility for future roadway options.



4 LANE URBAN DIVIDED WITH SIDEWALK

Corresponding Roadway Functional Classification:

**Collector*
**Arterial*



*APPROXIMATE 140–150' CORRIDOR WIDTH**

*70–75' SETBACK**

** INTERSECTIONS REQUIRE ADDITIONAL R/W & SETBACK TO PROVIDE FOR DEDICATED LEFT & RIGHT TURNING LANES*

4-LANE URBAN DIVIDED WITH SIDEWALK